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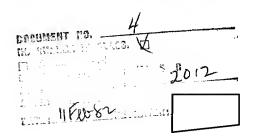
23 February 1963

HIMORARDUM FOR THE RECORD

SUSJECT: OXCART Flight Test Susmary Highlights

1. In reference to Memoranium For The Record, Subject, Preliminary Report - ONCART Flight Test Summary Highlights, 21 February 1963 (Document references ONC-Méll-63 dated 22 February 1963), which reported summaries of two flights on Aircraft #124 made on 21 February, an additional flight was made that same day in Aircraft #123, details of which follows Aircraft #123 made flight #Mh, 21 February, for two hours and twelve minutes, with an Agency pilot in the cockpit. The purpose of the flight was to test the Eastman-Kodak camera being flown for the first time. The camera appeared to function normally during three scheduled flight-lines over special ground targets. Just before the final scheduled target run, an indicator light came on in the cockpit signifying a malfunction in the camera system. The Fastman-Kodak flight test people are in the process of analyzing the results of the test.

- 2. Aircraft #123 made flight #45, 22 February, for twenty-neven minutes. The aircraft was flown by a Lockheed pilot and the purpose of the flight was to test the inertial navigation system. Due to a left generator malfunction, the inertial mavigation system failed to operats. Prior to the malfunction the inertial mavigation system worked properly. Prior to landing the pilot dumped approximately twenty thousand pounds of fuel. The drag-chute blossomed during the landing-roll, but failed to jettien on command.
- 3. Aircraft #124 (trainer aircraft) made flight #30, 22 Pebrumy, for one hour and twenty-five minutes. This was a training flight for an Agency instructor-pilot and an Agency pilot, both wearing full-pressure suits. Pilot comments on the Emird viewfinder are increasingly more favorable with each flight. Both pilots affirmed previous comments made by other pilots that reflections on the inside of the canopy and windscreen are botherome. The drag-chute failed to deploy after doors opened upon actuation, but finally blossoued at about the eight-thousand foot mark.



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